## WORKING HARD FOR GOOD ROADS

Citizens of the South Much Interested in the Subject.

SOUTHERN GOOD ROADS SPECIAL

Will Be in Greenville Next Month, and All Public Spirited Men Are Called Upon to Co-operate in the

A committee of prominent gentlemen of Greenville, S. C., have sent out invita-tions broadcast throughout that State to the people to visit Greenville during the week commencing December 16th, when the "Good-Roads Special" of the Southern Railway will be there for the pur-pose of building sample roads and hold-ing meetings with the view of teaching the people in practical road-building. Greenville is the only point in the Pied-mont section where the train will stop to do any work, and every one who can do so is urged to take the opportunity of learning for himself what can be done in the making of roads with necessary machinery handled by men who are ex-

perts in the business.

So much has been said and written in regard to this subject of good roads, says the committee, that the people of the South are practically in thorough accord with the idea that good roads are an acquisition and benefit to any commu-nity. Every one is convinced that the lack of good roads is one of the greatest drawbacks to the growth and prosperity of the South, and to supply this lack is one of the most scrious problems to-day. A net-work of main roads built under scientific direction with durable and permanent material will alone meet the urgent demand of the rural districts and market towns. The lines of competition are being drawn more closely every year and the margin of profits are growing more slender in consequence, so that it is imperative to employ every element looking to low-priced production and cheap distribution of the crops that are grown on the farms, and which are to be con-sumed by the non-producers. The en-tire population of any section is interested in whatever may contribute to this result, and it is clearly demonstrated that good roads are a prime factor in the development of the country, while providing the greatest economy in bringing the pro-ducer and consumer together, so that both classes will profit by easy and cheap transportation over the public roads. HOW TO GET THEM.

can we secure better roads in the. This is the question to be discussed by practical men in the Good-Roads Convention, which will be held in Greenville while the road-making is being demonstrated on the roads and streets. Organized and practical lines must be laid down to secure the results aimed at, and it is necessary that every citizen shall give his moral and finan-cial support to measures which are intended for the benefit of all. Good roads means a direct benefit to ever farm-er, as there is no plan that will do more to enhance the value of lands and de-velop rural communities than permanent and well-constructed highways. Nothing can be found to contribute more to the contentment and happiness of a farming population, and whatever conduces to this state of affairs on the farm confers lasting benefits upon towns and cities, for the prosperity and advancement of the farmers are quickly reflected in the growth and wealth-producing character of their neighbors.

MUST FALL ON ALL.
While there is great unanimity upon
the advantages of good roads, there is in reality very little practical knowledge as to the means and appliances for secur-ing this desirable result, and hence the proposed convention ought to attract men from every walk of life, especially those who are engaged in making and executing the laws of the State. The burden of constructing and maintaining good roads must not fall upon any particular class, and while the work of road-building is a practical necessity, there is also an imperative requirement in providing the ways and means for constructing roats upon an equitable and just basis. This can be ascertained by discussion and demonstration, and hence the propriety of organizing Good-Roads associations while giving instruction in practical road-build-ing. Both of these objects will be at-tained in the coming of the "Good-Roads Special" next month to Greenville, and such an opportunity is rarely given any people at so moderate a cost.

THE KINDERGARTEN IDEA

IN THE NATIONAL LIFE. (By Hamilton W. Mabie.)

One of the chief uses of the crises through which individuals and nations pass is to bring into clear light those organized ideas which constitute char-acter. When a man is in full tide of activity, neither he nor those who look at his career are aware at every moment of his fundamental aims; these aims are concealed by the rush and sweep of his energy. In like manner, when national activity is running with tidal force and volume, those ideas which lie in the heart of the nation, which are organized into its political character, are often invisible years to-gether; but when a great crisis comes, like the recent war with Spain, or like the new question of the government of colonies, these fundamental ideas suddenly leap into light and become decisive.

Now these ideas are the deposit of education in its large sense. The English-speaking races are holding their places and doing their work in the world to-day by virtue of their political cudeation, their government has always been a tion: their government has always been a great political school-a school of pop-ular statesmanship. Froebel almost alone among educators saw that education is a creative process, because it cows in the soil of the nature these formative ideas which, developing, organize themselves into institutions and po-litical ideals. It was his definite aim, therefore, to plant in the mind of the child those fundamental ideas which bear their flower in art and their fruit in action; it is this which makes the Froebella! system of education creative instead of merely disciplinary or instructive. Hav-ing the temper, the insight and the imagination of a poet, creativeness was to him a normal activity rather than the endowment of a few select souls; and he sought so to unify the training of the senses, the understanding and the imag-ination that education should become at

Froebel is pre-eminently the modern educational prophet; he could hardly have touched the life of our great democratic society more closely if he had specifically designed his system to meet its needs and express its nature. He was able

the same time the creator of ideals and the stimulus to action. He aimed def-initely to put into the expanding life of

the child those ideas which, placing the

child in fruitful relations with society and nature, should bear the fruit of philosophy, religion, art and instructional

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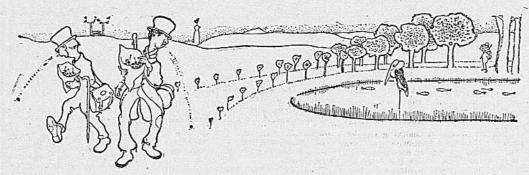
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#### ARBORICULTURE IN AFRICA.



"Remarkably fertile soil in Africa," said the returned traveler, "I was out for a waik one day and came to an avenue of handsome cherry trees. As I walked along quite fast I saw that the trees became smaller and smaller, and finally the avenue chied in an open field, where two tramps were strolling along and eating cherries. Every two or three steps each one would spit out a cherry stone, and they immediately grew into trees. Kemarkably fertile soil!"—Lustige Blaetter.

personality, becomes a political creed and an institutional fact. Here stands the man, steadled, educated and held in place, but not fettered by institutions; trained in and through the relationships which they establish, and spiritually reflected in them. Here, on the great area of a continent and under all natural conditions, are men developed by free self-activity; individual rights harmonized with individual duties and individual responsibilities. Here at last stands the man whom the Greek thinkers separated from nature and differentiated from God-free to be, to act and to grow; the foundation of his state laid, not in external order or authority, but in his own character; freedom, moral re-spensibility and immorality, those ultimate ideas which compass the whole breadth of our life and give it the reach of religion, the insight of philosophy, the order and beauty of art—rooted in his

The Alarm Failed to Ring

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their political work at the foundations; they did that work, not only for them-selves, but for us, and by doing it they permitted us to begin at the top. Three hundred years of political experience are behind the generalizations of the Declara-tion of Independence and the political scheme of the Constitution. England, Holland and France pre-eminently and definitely furnished us with the material of political experience, which we generalized and to which we gave institutional expression. We are what we are be-cause we have taken our political educa-tion from the hands of the race; and we have had the freest and widest national education, because we have come late in history and have taken advantage of all that has gone before.

Nothing is more spiritually significant activity inevitably led, a free State, a

to do this with perhaps a very imperfect understanding of our institutions, certainly with no definite intention of giving them educatioal expression, because he dealt with man in his free and matural relations with nature and society; and this is the genius, if not the practice of our political system. Here for the first time, not only in theoretical but in actual completeness, the individual man emerges into freedom; here the long history of philosophy and of art, which finds its significance and its consummation in the complete unfolding of personality, becomes a political creed and an institutional fact. Here stands the man, steadled, educated and held in the resulting a man in the history of the past than the course of vital education. Men seem to have come first, in their self-development, into the justification of the intention of the matter of the past than the course of vital education. Men seem to have come first, in their self-development, in the history of the past than the course of vital education. Men seem to have come first, in their self-development, in the history of the past than the course of vital education. Men seem to have come first, in their self-development, in the history of the past than the course of the vital education. Men seem to have come first, in their self-development, in the history of the past than the course of the perhaps a man in such natural relations that his personality, for the past than the course of vital education. Men seem to have come first, in their self-development, in the intention of the intention of the manifold in the sample of vital education. Men seem to have come first, in their self-development, in the intention of the intention of the manifold emenal ideas and the freest expression is the cessence and the justification of the intention of the manifold in the result in the history of the valuation. Men seem to have come first, in their self-development, in the intention of vital education. Men seem to have come first, in their self-development, in the interests and relationships of the nation.

Last of all comes the university; the
transition from the interests of the nation and the conception of the nation as the highest unity to the interests of the race and the conception of the race as the inclusive and final unity; and it is this great school which, to recall Bishop Comeius, "trains generally all who are born men to all which is human," that we have been and are being educated. We are not only getting that unity in thought which the great races have attained, but we are putting that unity into action; for we are creating vital unity; we are educating ourselves in the art of living together—all races, classes, conditions, creeds and occupations. To



The Sporty Count-Just my luck! Half an hour ago I proposed to that rich nerican girl and was accepted, and now my horse has won such a purse that American girl and was accepted, and now my horse has won such a purse that I shan't need to get married for at least two years. It's awful!-Der Dorfbarbier.

If we retrace one emigration of our rates we find ourselves in England, but we cannot stop there; we must retrace earlier emigration; and we are on the shores of the Baltic;-for the German, the Englishman and the American are all one race, and it is the Germanic union which is the logical outcome of the attempt of these races to co-operate. But when we have grown up to the idea of the Germanic union (and we certainly shall grow up to it in time), we shall have been educated to such a point that, we shall understand the services to civilization of the Latin genius and the necessity of taking account of the Latin character, and then will come a movement for the Germanic-Latin union. And when, two centuries hence, men have grown up to that great conception and become at home in that great relationship, they at home in that great relationship, they will perceive the immense spiritual ener-gy, the great race qualities of the Slav, and their ideas will expand to the conand their ideas will expand to the con-ception of the Germanic-Latin-Slavonic union. And beyond this there is still another step—the reunion of the East and the West, of which the prophetic lines are already cast. Then will come the fulfillment of the historic cycle; the return of the race after that long wandering which was always a homecoming, to the place where it first dreamed the great dreams of human destiny. This may seem Ilko a vision, but when it is realized it will have involved changes less radical and of smaller magnitude than those already accomplished by the race and scherly recorded by the historians. Three words are sacred in the creed Three words are sacred in the creed of Democracy; of these, two—"Liberty and Equality"—are bound up and charged with meaning by the fundamental conception of free personality; while the third—"Fraternity"—is the inevitable product of the idea of race-unity.

Froebel seems to have conceived from the educational point of view, not only the fundamental principles of Democracy. the fundamental principles of Democracy but its greatest peril. There are minor perils which face modern society and which Democracy must meet, but the supreme peril is the possible loss of a true scale of values. The great question of the future is the supremacy or the of the future is the supremacy or the subjection of the spirit of man to the immense machinery which he is calling into existence, to the colossal wealth which he is creating. Compared with the bare facts of that wealth, the ancient dreams of avarice are pallid and insignificant; it is estimated that thirteen billions of dollars of wealth were created in this country last year. Now

free church, a free school, a free field and the tools to him who can use them. Here, on a great scale, is the fellow, ship of the games of the kindergarien; for the secret of this vital and practical unity is the discovery that every occupation serves society, and that every man attains freedom and completeness only as he stands in free and just relations to his fellows. Towards this higher unity men steadily advance; they are drawn together in spite of themselves. It is idle to try to keep out of the stream; the long evolution from the family to the race will not pause until it has been perfectly worked out. Better a thousand times for this country the perils of intimacy with other nations and there-

thousand times for this country the peris of intimacy with other nations and therefore with the race at large, than the perils of isolation—that is, of detachment from the race at large. This moving together of races in the attempt to transfer the highest unity from thought to action is the most majestic move-

to action, is the most majestic move

ment of the day. Men may strive against it, but they cannot arrest it; it is the sublime opportunity of modern history; it promises to be the most impressive evolution of the twentieth century. The times are full of signs of the approach of this more inclusive race unity. We

or this more inclusive race unity. The are talking to-day of an Anglo-Saxon union, an harmonious action between two great nations for the furtherance of

the higher aims of civilization—a move-ment which touches the imagination and awakens the enthusiasm of every generous spirit; but we are already aware

that this union must be more inclusive. If we retrace one emigration of our race we find ourselves in England, but we

teen billions of dollars of wealth were created in this country last year. Now that science has allied itself with business and is lending its immense productive power—its creative genius, so to speak—to the man of affairs there is no limit to the possible creation of wealth. The world does not yet dream of the enormous material resources which are to be at its command in the next century, those resources by their very magnitude will constitute an appalling danger to society. Will man master or danger to society. Will man master or will he be mastered by this enormous accumulation of material? There is but one source of safety from this great danger, and that is the possession of the vision, the joy and the freedom of the creative spirit, handling this vast material and shorts the terial and shaping it to spiritual uses.

Man cannot be too highly prospered;
wealth cannot come to him too freely
if he holds himself superior to it, and if
it remains in his hands what the marble is to the sculptor—the material which shall give immortality to the highest visions of his soul.—Kindergarten Review. In the last eight years we have gained at a slower rate than has Germany in the total of our exports, even includ-ing agricultural products, which form a large proportion of the whole. London has three-wheeled cabs. Steamship Co

FROM NEW YORK

PASSENGERS can leave DAILY, except Sunday, from company's pier, No. 28 North River at 3 P. M., for Old Point Comfort and Norfolk, connecting with C. & O. and N. & W. trains for Richmond.

FREIGHT received and forwarded daily, except Sunday.

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For further information apply to JOHN F. MAYER, Agent. No. 1212 East Main Street, Richmond, Va. General offices: No. 81 Beach Street, corner West Street, No. 81 Beach Street, corner West Street, Render Pas. Agt. Traffic Manager. Take C. & O. Railway train, daily except Sunday, at 4:45 P. M. for Baltimore via Old Point Comfort, connecting at Old Point with one of the superb steamers of the Old Bay Line, leaving at 7:15 for Baltimore. Arrive in Baltimore at 6:30 A. M. In time to make connections with all trains north, east and west. Short rail ride and all night on one of the finest steamers in southern waters.

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Lv. Richmond	No. 27. 2:40 pm 3:27 pm 7:40 pm	No. 3L. 10:40 p 11:50 p 4:10 a 7:00 a
Ar. Atlanta	9:00 a m	4:55 p
I.v. Hamlet. Ar. Columbia (East'n time) Lv. Columbia (Cent'i time) Ar. Savannah Ar. Fernandina Ar. Jacksonville Ar. Talinhasses Ar. Ocaia Ar. Oriando Ar. Tampa Ar. Port Tampa Ar. Mismi	10:50 p m 2:00 a m 1:05 a m 4:52 a m 9:15 a m 9:15 a m 3:15 p m 1:43 p in 5:40 p m 5:40 p m 5:45 p m 9:45 p m	7:20 a 20:35 n 9:46 a 1:47 p 6:00 p 6:30 a 1:00 a 1:00 a 8:15 a 8:50 a

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Portsmouth, Va.

## SOUTHERN RAILWAY.

SCHEDULE IN EFFECT NOV. 24, 1901.
TRAINS LEAVE RICHMOND. VA.
9;20 A. M., No. 7, daily for Durham, N.
C., Danville, and all local stations South,
connecting at Burkeville for Farmville
and Lynchburg; at Jeffreys for local stations on Norfolk Division to Danville; at
toxford for Henderson; at Durham for
Raleigh, Goldsboro and all North Carolina
points.

Oxford for Henderson; at Durham or Raleigh, Goldsboro and all North Carolina points.

2:30 P. M., No. 29, limited train daily for Jacksonville and all Florida points, Havana, Nassau, etc. Connects at Moseley with Farmville and Powhatan Railroad; at Greensboro for Durham, Raleigh and Winston-Salem; at Charlotte with No. 35, United States fast mail, solid train, daily for New Orleans and points South, which carries sieepers to New Orleans, Drawing-room sleeper Richmond to Atlanta and Birmingham. Through train with sleeper, Salisbury to Memphis, Dining car service.

11:30 P. M., No. 11, Southern Express, daily, for Atlanta, Augusta, Jacksonville and points South, Sleeper for Danville, Greensboro, Salisbury and Charlotte, onen at Richmond 9:30 P. M. Connections with New York and Florida Express and Southwestern Limited, which carries through sleepers to Augusta, Savannau, Jacksonville, Tampa, Nashville, Memphis, Atlanta, New Orleans, etc. Complete dining-car service. Also Puliman tourist sleeper Mondays, Wednesdays and Fridays, Washington to San Francisco, without change, with connection for all points in Texas, Mexico and California.

out change, with connection for all points in Texas, Mexico and California 6:00 P. M., No. 17, local daily, except Sunday, for Keysville and intermediate points.

TRAINS ARRIVE IN RICHMOND. 6:00 A. M. and 5:43 P. M. From Atlan-ta, Augusta, Asheville and all points South. 8:40 A. M. From Keysville and local stations.

Stations.

3:25 P. M. From Durham. Charlotte,
Danville and intermediate stations.

LOCAL FREIGHT TRAINS.

Nos. 61 and 62, between Manchester and

### YORK-RIVER LINE, VIA WEST POINT.

THE FAVORITE ROUTE NORTH.
LEAVE RICHMOND.
4:30 P. M., No. 16, Baltimore Limited, daily, except Sundays, connecting at West Point with steamers for Baltimore and York River landings. Stops only at stations between Quinton and West Point.
2:15 P. M., No. 10 daily, except Sundays, local express for West Point and intermediate stations. Connects with stage at Lester Manor for Walkerton and Tappahannock.

Tappahannock.
5:00 A. M., No. 74, local mixed, leaves daily, except Sunday, for West Point and intermediate stations, connecting with stage at Lester Manor for Walkerton and Tappahannock.

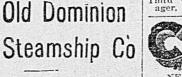
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9:00 A. M., daily. Local to Old Point,
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10:10 A.M., except Sunday. Local to
Clitton Forge. Connects for Orange, Culpeper, Calverton and Manassas.

10:20 A. M., daily For Lynchburg, Lexington and Clifton Forge. Connects, except Sunday, for Rosney, Alberene and
New Castle. Parlor car to Clifton Forge.

2:45 P. M., daily. "St. Louis and Chicago Limited." Dining car train. Puliman
for Cincinnatt, Louisville and St. Louis.
Five to eight hours quickest line West.
Connects for Virginla Hot Springs. Local
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Norfolk and Portsmouta. Pullman to Old
Point.

4:45 P. M., except Sunday. "Atlantic PASSENGERS can leave DAILY, except Sunday, by Chesapeake and Ohio Railway at 9 A. M. via Nortoik or 9 A. M. and 3:15 P. M. by N. & W. Railway via Nortoik, both lines connecting with direct steamers sailing same day.

Steerage passengers can leave by auxiliary steamer Monday, Wednesday and Friday, sailing from Rocketts at 5 P. M., and changing to main-line ship at Nortoik, FREIGHT for all northern, eastern and foreign ports received and forwarded dally, except Sunday, at company's wharf, Rocketts.

Norfolk and Portsmouta. Pullman to Old Point.
4:45 P. M., except Sunday, "Atlantic Limited" to Old Point, Norfolk and Portsmouth. Parlor car. Connects at Old Point with Baltimore, Washington and Cape Charlest steamers.
5:15 P. M., except Sunday, to Bremo.
5:30 P. M., except Sunday, to Doswell.
10:30 P. M. daily. F. F. V. Dining car train. Connects for Virginia Hot Springs. Pullman to Hinton, connecting with parlor car to Cincinnati and Pulloran to Cincinnati, Louisville and the West.
ARRIVE NEW MAIN-STREET
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S:00 A. M. Except Sunday from Doswell.

s:00 A. M. Except Sinday from Dos-well
S:30 A. M. Daily from Cincinnati.
S:40 A. M. Except Sinday from Bremo.
10:00 A. M. Daily from Norfolk and Portsmouth
12:40 P. M. Except Sunday from Nor-folk and Portsmouth
3:30 P. M. Daily from Cincinnati.
6:35 P. M. Daily from Cifton Forge and Lynchburg, and except Sunday from New Castle, Lexington and Buckingham Branch. Branch. 7: 20 P. M. Daily from Norfolk and

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6:50 P. M., Daily, from Norfolk, Suffolk
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Tympa. Jacksonville. Savannah, Charleston, Wilmington, Goldsboro and all points
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Tampa. Jacksonville. Savannah, Charleston, Wilmington, Goldsboro and all points
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SS East Main Street.

#### Richmond, Fredericksburg and Potomac kaliroad.

SCHEDULE IN EFFECT NOV. 24, 1901, TRAINS LEAVE RICHMOND NORTH

WARD. WARD.

4:07 A. M., Dally, from Byrd-Street Station for Washington and beyond. Stops at Milford, Freeericksburg and Alexandria. Sieeping Cars to Washington and New York. Dining Car commencing December 1st.

6:45 A. M., Dally, from Scaboard Air Line Station for Washington and Leyond. Stops at Freeericksburg and Alexandria. Sleeping Cars to New York.

7:30 A. M. groupt Sunday from Filips.

Steeping Cars to New York.

7:10 A. M., except Sunday, from Elba Station, accommodation, for Ashland and intermediate points,

S:00 A. M., Sunday only, from Byrd-Street Station for Washington and bearyond. Stops at Elba, Glen Allen and local stations, ashland to Quantico inclusive, Woodbridge and Alexandria. Buffet Farlor Car.

S:50 A. M. except Sunday, from Byrd-

for Car.

S:50 A. M., except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Glen Ailen and local stations, Ashland to Quantico inclusive, Woodbridge and Alexandria. Buffet Parloc Car.

Woodbridge and Alexandria. Buffet Parlor Car.

12:15 P. M. except Sunday, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashiand, Doswell, Mifford, Fredericksburg and Alexandria. Buffet Parlor Car. Connects with Congressional Limited.

3:12 P. M. Dally, from Seaboard Air Line Station for Washington and beyond. Stops at Doswell, Fredericksburg and Alexandria. Sleeping Car to New York.

4:00 P. M., except Sunday, from Byrd-Street Station, accommedation, for Fredericksburg and intermediate points.

6:12 P. M., Dally, from Elba Station for Washington and beyond. Stops at Fredericksburg and Alexandria. Sleeping Car to New York.

6:30 P. M., Dally, from Elba Station for Washington and beyond, Stops at Fredericksburg and Alexandria. Sleeping Car to New York. Diring Car.

6:30 P. M., except Sunday, from Elba Station, accommedation, for Ashland and intermediate points.

8:05 P. M., Dally, from Byrd-Street Station for Washington and beyond. Stops at Elba, Ashland. Doswell, Milford, Fredericksburg, Brooke, Widewater, Quantico and Alexandria, Stops at other stations Sunday. Sleeping Car Richmond to New York and Washington to Philadelphia.

TRAINS ARRIVE RICHMOND SOUTH-

TRAINS ARRIVE RICHMOND SOUTH-WARD. 6:40 A. M., except Sunday, at Elba Station, accommodation, from Ashland and intermediate points.

and intermediate points.

S:25 A. M., except Sunday, at ByrdStreet Station, accommodation, from
Fredericksburg and intermediate points.

S:40 A. M., Daily, at Byrd-Street Station, Stops at Alexandria, Widewater,
Brooke, Fredericksburg, Milford, Doswell, Ashland and Elba, Stops at other
stations Sunday, Sleeping Car New York
to Richmond.

to Richmond.

12:48 P. M., except Sunday, at Byrd-Street Station. Stops at local stations, Washington to Ashland inclusive, Gleak Allen and Elba. Buffet Parlor Car.

2:07 P. M., Daily, at Elba Station. Stops at Alexandria and Fredericksburg. Sleaping Car from New York. Dining Car.

2:30 P. M., Daily, at Scaboard Air Line Station. Stops at Alexandria. Fredericksburg, Doswell and Ashland. Sleeping Carfrom New York.

2:40 P. M., Daily, at Byrd-Street Station. Stops at Alexandria. Fredericksburg. Doswell, Ashland and Elba. (Changa at Acea.)

5:52 P. M., except Sunday, at Elba Station.

at Acca.)
5:52 P. M., except Sunday, at Elba Sta-tion, accommodation from Ashland and

tion, accommodation from Ashland and intermediate points.
7.13 P. M., Daily, at Byrd-Street Station. Stops at Alexandria. Fredericksburg. Doswell. Ashland and Elba. Steeping Car from New York and Washington. Dining Car commencing December 1st.
S-40 P. M., Daily, at Byrd-Street Station. Stops at local stations. Washington to Ashland inclusive. Glen Allen and Elba. Buffet Parlor Car.
10:29 P. M., Daily, at Seoboard Air Lind Station. Stops at Alexandria. Fredericksburg. Doswell and Ashland. Steeping Cars from New York.
W. D. DUKE. Gen't. Manager.
W. P. TAYLOR, Traffic Mange.

STATION.

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9.00 A. M.—NORFOLK LIMITED. Arrive vinorfolk 11:20 A. M. Stops only at feteronic Waverly and Sunoik.

9.05 A. M.—THE CHICAGO EXPRESS. For Lynchburg. Roanoke, Columbus and Chicago.

Buffet Parior Car Fetersburg to Roanoke. Peliman Sleeper Roanoke to Columbus, also for Eristol. Knozville and Chattanooga. Pullman sleeper Roanoke to Knozville.

3.15 P. M.—OCEAN-SHOPE LIMITED. Arrivs Norfolk 5.53 P. M. Stops only at Petersburg, Waverly and Suffolk. Connects at Norfolk with ateamers to Boston, Providence, New York, Baittmore and Washington.

Stage at Lester Manor for Walkerton and Tappahannock.

TRAINS ARRIVE RICHMOND.

9:15 A. M. daily, from West Point, with connection from Baltimore, except Mondays.

10:45 A. M. daily, except Sundays and Mondays.

5:15 P. M., daily, except Sundays from West Point and intermediate stations.

Steamers leave West Point faily, except Sundays from West Point and intermediate stations.

Steamers leave West Point faily, except Sundays, from Sido A. M.

Steamers cali at Almonds and York-town Tuesdays, Thursdays and Saturdays, Wednesdays and Fridays.

C. W. WESTRIPV

Waverly and Suffolk. Connects at Norfolk and Intermediate Stage of Stage St. M. Stops only at Petersburg and Rosancke. Connects at Lynchburg and Rosancke. Connects at Lynchburg with Washington and Chattancoga Limited. Pullman Steepers Lynchburg and Swephis and New Orleans, Cafe Parior and Observation Car Radford to Attalla, Ala. Pullman Sleeper Stepsburg and Rosancke.

Trainsarrive Richmond and Lynchburg between Richmond and Lynchburg and the West daily at 7.33 A. M. and 2.59 P. M. Also, Pullman Sleeper Stepsburg and Rosancke. Connects at Lynchburg with Washington and Chattancoga Limited. Pullman Sleepers Lynchburg and Foundays.

Trainsarrive Richmond from Lynchburg and Fullman Sleepers Stepsburg and Rosancke. Connects at Lynchburg with Washington and Chattancoga Limited. Pullman Sleepers Lynchburg and Fullman Sleepers L

Atlantic-Coast Line.

Atlantic-Coast Line.

SCHEDULE EFFECTIVE NOVEMBER 24, 1901.

TRAINS LEAVE RICHMOND-BYRD-STREET STATION.

9:00 A. M., NORFOLK LIMITED, Dally. Arrives Petersburg 9:31 A. M., Noriolk II:29 A. M. Stops only at Petersburg. Waverly and Suffolk.

9:05 A. M., Dally. Arrives Petersburg; 9:48 A. M. Weldon II:59 A. M., Fayette-ville 4:25 P. M., Charleston 10:55 P. M., Savannah 2:55 A. M., Jacksonville 8:39 A. M., Port Tampa 7:10 P. M. Connects at Wilson with No. 47, arriving Goldsboro 3:25 P. M., Wilmington 6:00 P. M. Pullman Sleeper New York to Jacksonville.

11:55 A. M., Dally, except Sunday. Arrive Petersburg 12:35 P. M. Stops Manchester, Drewry's Eluff, Centralia and Chester on signal.

3:15 P. M., OCEAN SHORE LIMITED, Dally. Arrive Petersburg 3:45 P. M., Norfolk 5:35 P. M. Stops only at Petersburg. Waverly and Suffolk.

4:30 P. M., Dally, except Sunday. Arrives Petersburg 5:18 P. M., Weldon 7:35 P. M., and Rocky Mount 9:00 P. M. Makes all intermediate stops.

6:07 P. M., Dally, Local Arrives Petersburg 7:00 P. M. Makes all stops.

7:23 P. M., FLORIDA AND WEST INDIA LIMITED, Dally, Arrive Petersburg 7:50 P. M. (connects with Norfolk and Western for Norfolk and intermediate points), Emporia 2:32 P. M. (connects with Norfolk and Wastern for Norfolk and intermediate points), Emporia 9:32 P. M. (connects with Norfolk and Lawrenceville), Weldon 9:38 P. M. Feyetteville 12:32 A. M. (Charleston New Line To MIDDLE GEORGIA POINTS—Arriving Augusta 7:35 A. M., Macon II:15 A. M., Atlanta 12:35 P. M., Thomssville 2:35 P. M., Pullman Sleeper's New York to Wilmington, Charleston, Jackson-ville, Port Tampa II:39 P. M., Thomssville, Port Tampa Augusta 7:35 A. M., Macon II:15 A. M., Atlanta 12:35 P. M., Thomssville, Port Tampa Augusta and Macon.

9:10 P. M., Daily, Arriving Petersburg with 9:55 P. M., connect at Petersburg with 2:55 P. M., conne

Jacksonville, Port Tampa, Augusta and Macon.
9:10 P. M., Daily. Arriving Petersburg.
9:55 P. M., connect at Petersburg with Norfolk and Western Railway, arriving Lynchburg. 2:30 A. M. Roanoke 5 A. M. Bristol, 10:40 A. M. Pullman Sleeper Richmond to Lynchburg.

11:30 P. M., Daily. Arrives Petersburg.
12:10 A. M., Traily. Arrives Petersburg.
TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

3:57 A. M. Daily, from Jacksonville, Savannah, Charleston, Atlanta, Macon, Augusta and all points South.

7:35 A. M. Daily, from Petersburg, Lynchburg and the West.

8:48 A. M. Daily, except Sunday. Petersburg local.

11:10 A. M. Daily, except Sunday, from Goldsboro and intermediate stations, Norfolk and Sutfolk.

11:05 A. M., Sunday only, from Norfolk Suffolk and Petersburg.

2:15 P. M., Daily, from Norfolk, Suffolk and Petersburg.

2:15 P. M., Daily, from Norfolk, Suffolk and Petersburg.